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A

NARRATIVE

OF THE

LOSS

OF THE

WINTERTON,

ON

HER PASSAGE TO INDIA,

THE 20th OF AUGUST, 1792,

ON A

REEF OF ROCKS

OFF THE

ISLAND OF MADAGASCAR.

WITH THE NAMES OF THE

PASSENGERS & OFFICERS

THAT WERE

SAVED AND LOST.

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NARRATIVE, &c.

THERE exiſts in the human mind a ſtrong and inceſſant deſire to be acquainted with the misfortunes of others; whether this propenſity ariſes from ſelf-love, or from the principles of ſelf-preſervation, ſo intimately interwoven in the very nature of our being, I leave to others more verſed in the ſecret ſprings of human actions to decide; but this is notorious, that, even the fictious woes of a romance intereſt the mind in proportion as the relation approaches to nature and truth; of this obſervation the remarkable ſtory of *Robinſon Cruſoe*, is a convincing proof.

The unfortunate cataſtrophe of the Halſewell Indiaman, upon the Purbeck ſhore, is too recent to be mentioned here, in affirmation of my firſt aſſertion; but ſuch was the avidity of the public curioſity to be informed of the fatal circumſtances that led to that melancholy accident, that ſeveral thouſand copies of that diſtreſsful narrative were ſold in a ſhort time. Convinced that my duty to the public calls upon me for the earlieſt opportunity to give them all the ſatisfaction I am able upon that head, I now take upon me the diſagreeable, though dutiful, taſk of informing them of every circumſtance which concurred in completing our misfortunes; and upon one of thoſe inhoſpitable ſhores which the wiſe diſpoſing hand of Providence has ſet,

ſet, in his wiſdom, to teach mankind to compare their civilized comforts with the barbarous ſavage forms of leſs cultivated life.

It was in the ſpring of the year 1792, that we took our departure from England, with every favourable circumſtance that could flatter our expectations, for our ſhip was both roomy and ſound, and the crew, to their honour be it ſpoken, were as orderly as any that ever undertook a voyage to India. Our commander, Captain Dundas, had experience, he had alſo been to India in the ſame capacity before; and, to do him juſtice, he was diligent, punctual, and a good ſeaman; which is all that can be ſaid in a few words, and ſhould intirely obliterate all reflections upon the misfortune to which he fell the firſt victim.

No accident worth mentioning happened to us on our paſſage to the Cape, where we arrived the 20th of July, and remained till the 1ſt of Auguſt, when, having completed our water and other neceſſaries in Falſe Bay, we ſailed at day-light, with a freſh breeze at N. W. with which we ſhaped our courſe to the S. E. for two days, when the wind ſhifted, and became variable, between the South and Eaſt, blowing freſh till the 9th, when a S. W. wind ſucceeded, of ſhort continuance, for it ſoon returned to the S. E. It was Captain Dundas's intention, on leaving the Cape of Good Hope, to take the outer paſſage for India; but the winds, as has been ſtated above, inclining ſo much from the S. E. obliged him to deviate from his original purpoſe; and on the 10th he accordingly bore away for the

the Moſambique Channel. Being baffled with light variable winds and calms for ſome days, our progreſs was inconſiderable, but on the 19th, (Sunday) a S. W. ſprung up, which we had reaſon to believe was the regular monſoons, being then, to the beſt of my recollection, (as no Journals were ſaved) in 25 S. latitude.

Captain Dundas, before he ſtood to the Northward, in order that he might avoid the ſhoal, named the Baſſas de Indias, ſo uncertainly laid down in our charts, wiſhed to make the Iſland of Madagaſcar ſomewhere near St. Auguſtin's Bay. With a view to accompliſh this end, we ſteered Eaſt by compaſs, from noon of the 19th till midnight, when I relieved the ſecond Officer: the Captain was then on deck, and alter-

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ed the courſe to E. N. E. It may be proper here to obſerve, that Captain Dundas had two time-pieces, one of which had ſerved him in his former voyage, and by it, he had conſtantly made the land to the greateſt degree of exactneſs. From theſe, and from ſeveral ſets of lunar obſervations, taken four days before, the whole of which was in coincidence with the time-pieces, he at midnight concluded with confidence, that he was 80 miles from the nearеſt part of the coaſt.

From 12 P. M. till 2 A. M. we ſteered E. N. E. when the Captain came again on deck, and obſerving the lower ſteering ſail to lift, ordered me to keep the ſhip N. E. by E. the wind at that time was S. S. E. a moderate breeze, the ſhip going

ſix

ſix knots, and a clear ſtar light night.

Every attention poſſible was paid to the look-out, Captain Dundas with a night glaſs carefully looking in the direction of the land; but ſo perfectly was he ſatisfied with the correctneſs of his time-pieces, that he never mentioned ſounding. A little before three o'clock, he pointed out to me the ſhip's place on a chart, which was then upwards of 60 miles from the land, and when he left the deck at three, directed me to ſteer N. E. at the ſame time obſerving, that on that courſe we could not make more than ſix miles of Eaſting before day-light, and that if we were nearer the land than he ſuppoſed, it was impoſſible to avoid

ſeeing

ſeeing it before any accident could happen.

He had not been off the deck more than ſeven or eight minutes, when the ſhip ſtruck, going between ſix and ſeven knots; the ſhock was ſcarcely perceptible, except to the man at the helm; the water was perfectly ſmooth; no breakers or ſurf were heard; and, notwithſtanding the clearneſs of the horizon, the land was not diſcernible. — Thus circumſtanced, it being then new moon, with the concurrence of high water, were events particularly unfortunate. The jolly boat and yaul were immediately got out, and not 100 yards a-ſtern found five fathom water; the ſails were immediately thrown a-back, and every endeavour was,

was, at this momentous period, uſed to get the ſhip off, but without ſucceſs.

The kedge anchor, with a nine inch hawſer, then carried out into five fathom, by which we ſtrove to heave her off, without effect. The ſails were next handed, top-gallant yards and maſts ſtruck, the long-boat got out, the booms rafted along ſide, and the upper deck entirely cleared.

Day-light diſcovered to us our ſituation; we found the ſhip was on a reef of rocks, about ſix miles from the land; within the outer reef, and nearly half way to the ſhore was another, which at high-water was covered.

That

That on which the ſhip ſtruck, extended as far to the northward as we could ſee, and to the ſouthward nearly the length of St. Auguſtin's Bay. As the water ebbed, the ſhip thumped violently, and began to leak; the recruits were ſet to the pumps, where they continued as long as they could be of ſervice. By eight o'clock the rudder was beat off, the ſheething came up along ſide, and there were only eight feet water under the bows; but as ſhe then lay quiet, we entertained hopes of being able to get her off with the next high tide. After breakfaſt, I was ordered on the gun deck, to get the guns over board, which were taken one at a time, by the long-boat, and dropt at ſome diſtance from the ſhip, that ſhe might not ſtrike on them, when ſhe ſhould

again

again be elevated by the tide; at the ſame time a party was employed upon deck, in heaving up the rudder and ſecuring it along ſide. I had got about the half of the guns away, when the ſea breeze ſetting in freſh, occaſioned ſuch a ſurf, that the boats could not continue along ſide: We, however, kept lightening the ſhip, by heaving over-board ſuch heavy articles as would float; and at three o'clock in the afternoon, when it was high water, made every endeavour to heave the ſhip off, but they were fruitleſs; and probably it was fortunate for us that our attempts were fruſtrated, as by this time, the leak had gained ſo much on pumps, that had we ſucceeded, we ſhould have found it impoſſible to keep the ſhip afloat, and

conſequently ſhe muſt have foundered in deep water.

Finding the ſhip irrecoverably loſt, the next object, of the moſt intereſting attention, became the ſafety of the lives of the crew and paſſengers; and that an end ſo important might as well be accompliſhed, as ſurrounding difficulties would permit, every nerve was ſtrained to keep the ſhip together as long as poſſible; the maſts were cut away, by which the ſhip was much eaſed; what ſpars remained from the effects of a heavy ſurf were ſtored *inboard*, for the purpoſe of conſtructing rafts; our ſituation was now truly melancholy; the ſhip was likely to float a wreck, for all our endeavours could but prove abortive in

our

our ſituation while every circumſtance was ſo ſtrong againſt us; however we determined to do our beſt. So we collected together a quantity of beef, bread, liquors, with other articles of a ſimilar nature, ſome barrels of gunpowder, and muſkets; in fine, whatever was judged moſt neceſſary, was put into the long boat; and that no lives might be loſt, through the unhappy infatuation of intoxication, to which ſailors are prone in ſuch awful ſcenes as were now before us, every caſk of ſpirits that could be got at was ſtove. At ſun-ſet, the yawl, with the ſecond mate and purſer, was ſent on ſhore, to ſeek a convenient place for us to land at; and the other boats, with people to watch them, were moored aſtern of the ſhip, at ſuch a diſtance as

was judged ſufficiently clear of the ſurf for the night. Captain Dundas obſerved the latitude at noon, and found the place where the ſhip was, to be about 63 miles north of St. Auguſtin's Bay, in the Iſland of Madagaſcar.

In the courſe of the evening, he aſſembled the people together, and addreſſed them in a ſhort ſpeech, acquainting them of the ſituation of the ſhip, the route they were to take after getting on ſhore, the great probability of meeting a ſhip at St. Auguſtin's Bay; but above all inſiſting on the abſolute neceſſity of paying the ſtricteſt attention and obedience to the commands of their officers; at the ſame time aſſuring them of his aſſiſtance and advice; and intimating to them, that it

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was not leſs his duty, than his determination, to abide by the ſhip, until he was convinced that a poſſibility exiſted of every one getting on ſhore: this manly and exhilerating addreſs, failed not of producing an adequate effect in the minds of thoſe to whom it was directed; it was returned with three cheers, and their united affirmations of their deſire to acquieſce at all times with his and his officers commands. About midnight a general alarm was excited by the cries of people in diſtreſs; and upon repairing on deck, we had the mortification to ſee our three boats daſhed to pieces by the violence of the ſurf, the wind having increaſed during the night, which occaſioned it to break much farther out than was expected; and it was not without anguiſh and

horror, that we beheld the poor fellows in the boats, endeavouring to reach the ſhip, while the violence of the ſurf ſeemed to preclude all poſſibility of it: with the utmoſt exertions of thoſe on board, we only could ſave three out of ten; many in the inſtant of graſping a rope, were drove far out of ſight, and met inevitable death. Thus we were deprived of the only probable means of getting on ſhore, whilſt at the ſame time, the ſhip beating ſo heavy on the rocks, that it was doubtful with many, whether ſhe would hold together till morning. The trepidation we were under during the few hours of darkneſs can better be conceived than deſcribed. The horrors of the night were increaſed by the ignorance of our true ſituation, and we found afterwards

afterwards we did not even know our real danger.

At day light on the 21ſt, we immediately ſet about making rafts of what ſpars and planks we had, and payed the cables over-board, to get at ſome that were on the orlop-deck: we alſo cut the beams of the poop, ſhoared the deck up, and got it ready for a raft. About 9 A. M. the yawl with the utmoſt difficulty rowed off, through an immenſe ſurf, and ſoon afterwards came within hail, but was deſired to keep at a diſtance, as ſhe could not ſafely come along ſide; they ſaid the beach was every where alike, a ſurf covering it as far as they had ſeen; the boat afterwards went on ſhore, and we ſaw no more of her for ſeveral days. In the forenoon three or four

four rafts left the ſhip, with near 80 people, who, we ſaw, got ſafe on ſhore.

The unhappy fate of the boats rendered the ſituation of thoſe that remained on board extremely precarious; and producing the ſtrong and irreſiſtible feeling of ſelf-preſervation in every breaſt, made Capt. Dundas waver from his original declaration to the men: he therefore, at this critical moment, expreſſed his wiſh to accompany the Ladies on ſhore, whoſe forlorn condition he might have had it in his power in ſome degree to alleviate; but from this intention he ſuffered himſelf to be diverted, and was perſuaded to remain on board till it was too late, as will be ſeen by the ſequel of this narrative. The ſea-

breeze

breeze this day was much ſtronger than before, conſequently the ſurf became much heavier. In the evening it increaſed ſo violently as to part the hawſer which held the ſhip ſtern-to; about ſun-ſet ſhe drove broadſide on, upon the rocks, the ſea making a breach entirely over her. At ſeven ſhe parted at the chiſtree, when every body crouded off, on the quarter-deck and poop; at this juncture I ſaw Captain Dundas for the laſt time on the poop with the Ladies: Mr. Chambers, though repeatedly urged to attempt to ſave his life, remained inactive, declaring that he was ſenſible all his efforts would be in vain, and with a perfect reſignation to his fate, requeſted every one to watch over his own ſafety.

Amidſt

Amidſt a ſcene, perhaps, as pregnant with miſery, with diſtraction, and with horror, as any that ever occurred in the eventful hiſtory of mariners, the ſhip ſoon after breaking up, I, accompanied with the fourth and fifth mates, left the wreck on a ſmall raft we had conſtructed for the purpoſe, and were rapidly wafted from our ill-fated ſhip, beyond the reach of the piercing cries of miſery, which iſſuing from near two hundred people, involved in the moſt complicated affliction, may be imagined, but cannot with any juſtice be painted by me, whoſe feelings ſhrink from the remembrance of ſuch diſtreſs, and whoſe pen is inadequate to ſuch a taſk. After driving all night in the ſuppoſition that we ſhould ſoon get on ſhore, we were miſera-

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bly deceived on the approach of day-light when we could ſee no land; however, knowing how it lay, we laboured hard, and about three o'clock on the 22d, got on ſhore.

Proceeding to the ſouthward, we found the poop had driven on ſhore with ſixty people on it, among whom were five of the ladies, and ſeveral gentlemen, who, particularly the former, were, from the variety of diſtreſs they had undergone, objects of commiſeration and pity; they could not give any account of the Captain; but I have ſince learned from the carpenter, that after the poop went away, the ſtarboard ſide of the wreck floated broadſide up, and Captain Dundas was waſhed through the quarter gallery, and ſeen no more. The reſt

of

of the people got on ſhore, ſome on ſmall pieces of the wreck, which drifted nearer in ſhore, others in canoes, with which the natives came off to plunder the remains of the ſhip, but it was not till Sunday the 26th, that the laſt of them landed. Many things drove on the beach, but whatever was of any value, the natives ſecured, threatening every one who attempted to oppoſe them with death, and whenever they met with an opportunity, they plundered and ſtripped our people.

Madagaſcar, the largeſt of the African iſlands, and one of the biggeſt in the known world, is called by the natives Madacaſc: It is ſituated between the twelfth and twenty-ſixth degrees of ſouth latitude, and between the forty-fourth and

and fifty-firſt degrees of eaſt longitude from London, about forty leagues to the eaſt of the continent of Africa, it being about a thouſand miles in length from north to ſouth, and generally between two and three hundred miles broad. Its ſouthernmoſt end, which leans towards the Cape of Good Hope, is the broadeſt, for towards the north its grows much narrower and terminates in a point. At a diſtance from the ſea are many high and ſteep mountains, yet it abounds in ſpacious plains that have excellent paſture, and has ſeveral large foreſts, always green, in which lemons, pomegranates, and a variety of other fruits grow wild. It has alſo ſeveral conſiderable rivers and lakes.

The iſland is divided into ſeveral

countries and provinces, inhabited by different nations, who ſpeak the ſame language but differ in their complexions. Theſe ſeveral nations are perpetually at war, not from the deſire of ſubduing each other's territories, but in order to plunder goods and cattle.

This diſpoſition of the natives, with the loſs of our boats, rendered it utterly impoſſible to ſave any part of the treaſure or cargo. In a few days the whole of the ſurvivors arrived at Tulliar, the reſidence of the King of Baba, to whom every praiſe and credit is due, for his kind and humane treatment to us, from our firſt arrival till the melancholy and reduced number of the Winterton's crew were taken off the iſland. —Capt. Dundas, Mr. Chambers, three

three young Ladies, with ſeamen and ſoldiers, to the amount of forty-eight were drowned. For ſome days we remained in a ſtate of the moſt anxious ſuſpence, for the fate of the yawl, as it was on her ſafety alone we could found the moſt diſtant hope of relief, as the ſeaſon was ſo far advanced as to preclude the probability of any veſſel touching at the Bay till the next year. Her arrival at length in the River of Tulliar, relieved us from the moſt painful anxiety. We got her up to the town, and kept a guard over her, to prevent the natives ſetting fire to her, which they certainly would have done, (for the iron work) had it been at any diſtance from the King's reſidence.

The town of Tulliar is ſituated a

few miles up the bay of St. Auguſtin. Here is a great variety of inhabitants, ſome black, ſome ſwarthy, others olive, and others white; but they generally dreſs after the Arabian manner, and the richer ſort very magnificently, chiefly of the richeſt ſilks and ſtuffs; and the women wear gold and ſilver tiſſue. The furniture of their houſes is no leſs elegant, it conſiſting in rich carpets, paintings, hangings, and a variety of utenſils and ornaments, imported from Perſia, Cambaia, and other countries. The people are repreſented as being the moſt affable and civil to ſtrangers of any upon this coaſt, though they conſiſt of many nations, complexions, and religions. They were once all Pagans, but the Portugueſe, upon their ſettling in this kingdom, made a ſmall

a ſmall number of converts; but afterwards the far greater part of them either returned to their ancient Paganiſm, or turned Mahometans, after the example of one of their monarchs, who had been brought up in the Chriſtian religion, and in the year 1631 married a Chriſtian; but falling out with the Portugueſe governor, on account of his being guilty of ſome acts of injuſtice or oppreſſion, he drove them out of the citadel, maſſacred all the Portugueſe that fell into his hands; and, in order to obtain the protection of the Turks, turned Mahometan.

Their manners ſtill retain much of the ſimplicity of uncultivated nature. The mildneſs of the climate renders them indolent and prone to

venery. They frequently make uſe of the liberty granted them by their religion, which is that of Mahometaniſm, of divorcing their wives upon ſlight pretences, for the ſake of novelty; they have uſually two or three of them, and may have as many concubines as they can maintain.

Though they are forward to beg whatever they like, they are far from being thieviſh. They treat the Engliſh in a very friendly manner, not merely from a principle of intereſt and convenience, though this has doubtleſs ſome influence, but alſo from a ſenſe of gratitude, for the effectual aſſiſtance they formerly received from them in their wars, and from their being aſſured, by frequent intercourſe with them, that

that they have no intention to invade their country or liberty, of which they retain a ſtrong jealouſy againſt the Portugueſe and other European nations; but chiefly place their ſafety in the inacceſſibility of their mountains, which nature has formed as an impenetrable barrier and defence of the inland country.

The huts of the lower ſort of people have ſome reſemblance to our barns, the ſides being formed of reeds tied together, and plaiſtered over with a mixture of clay and cow-dung; and the roofs are thatched with cocoa-leaves. That man is thought very great who has a houſe erected with ſtone and mud.

Their language is a corrupt Arabic

bic, mixed with the Zanquebar tongue of the oppoſite part of the continent, from whence the Comora iſlands were probably firſt peopled: but thoſe of the faireſt complexion, who are generally of the beſt rank, or at leaſt the moſt eſteemed amongſt them, derive their colour partly from the Arab mixture, and partly from their communication with Europeans, which was formerly much more common than at preſent.

Moſt of the inhabitants are tall of ſtature, ſtrong and well-proportioned; they have piercing eyes, long black hair, lips ſomewhat thick, and their complexions in general are of a colour between olive and black; but their women are rather more clumſily made than the men.

The

The common people only wear a ſkull-cap of any ſort of ſtuff, and a coarſe wrapper round their loins; but thoſe of ſuperior rank have a kind of wide-ſleeved ſhirt, hanging over a pair of long drawers, and a waiſtcoat, which is either thick or thin according to the ſeaſon; few wear turbans, except thoſe of a high rank: theſe are alſo uſually diſtinguiſhed by the nails of their fingers and toes, which they ſuffer to grow to an immoderate length, and tinge them with allhenna, a yellowiſh red, furniſhed by a ſhrub that grows in the marſhy places of the iſland.

And now, at a conſultation of the Officers, it was agreed, that I ſhould go to Moſambique, to procure a veſſel, and that every perſon ſhould

ſhould exert himſelf to get the boat in readineſs as ſoon as poſſible. From want of tools, &c. the carpenters were unable to do any thing more than put a falſe keel upon her, and with the burthen board roſe her about five inches forwards. As to ſails we managed tolerably well. Moſt fortunately, a compaſs had been put in the boat the evening of the 20th of Auguſt, and a quadrant had been picked up on the beach, but we could not procure a chart, or a ſingle book of navigation; a ſmall geographical grammar, which I obtained from one of the ſoldiers, was in the end the ſaving of our lives. By the 12th of September, having got every thing ready, I ſailed from Tulliar Bay, having with me the fourth officer, four ſeamen, and Mr. de Souza,

Souza, a paſſenger, who, from his knowledge of the Portugueze language offered to accompany me. For two days we made pretty good progreſs to the northward, having pleaſant weſterly winds, but then it ſhifted to N. N. E. and never returned again fair. What added conſiderably to our diſappointment was, that our ſmall ſtock of proviſions, which conſiſted of cakes made of Indian corn and beef, proved entirely rotten and maggotty; ſo that our whole ſubſiſtence was ſome raw ſweet potatoes and ſugar-cane, with half a pint of water a man per day; for though we had about twenty-five gallons of it when we ſailed, yet owing to a great part of it being kept in calibaſhes, many of them had broke with the motion of the boat.

Thus

Thus ſituated, on the 20th of September, we made the coaſt of Africa, nearly in the latitude of 18° S. the currents having ſet us conſiderably further to the Weſtward than we imagined. For three days, we endeavoured to get to the Northward, but could gain nothing, the wind keeping conſtantly in the N. E. and by that time, having but a very ſlender ſtock of water left, it was judged imprudent to perſiſt any longer in the deſign of reaching Moſambique in the condition we were; accordingly we bore away for a Portugueſe ſettlement, named Sofala, ſituated in 20½ South latitude, to which our little book directed us.

I cannot help remarking in this place, how unfortunate it was for us

us all, that the only book of charts ſaved from the wreck, ſhould be deficient in but one chart, and that to be the one moſt wanted, *viz.* of the Moſambique channel; as at the time that we relinquiſhed the intention of getting to Moſambique, we were no more than 20 miles diſtant from a ſea-port named Killeman, where veſſels are at all times trading to the capital. Had we known this, it would have been the means of procuring immediate relief for our diſtreſſed ſhipmates, and thereby have prevented the loſs of ſo many lives, occaſioned by their long ſtay on the iſland. Ignorant as we were, I believe nothing but the dread of abſolute ſtarving would have induced us to land on any part of the coaſt, though we afterwards found our fears were

imaginary, notwithſtanding that barbarous idea, which the Portugueſe have endeavoured to inſtil into the minds of the natives, that all other European nations are cannibals, and do not ſcruple to eat black people.

But to return, in our run for Sofala, we put into two rivers, in both of which we imagined it to lay; in the laſt, meeting ſome inhabitants who ſpoke Portugueſe, they adviſed us to appriſe the Governor of our wiſh to reach the place. On receiving notice of this, he inſtantly diſpatched a letter, with a moſt ſeaſonable ſupply of victuals, and a pilot to conduct us into Sofala, where we arrived the 29th of September. By the means of Mr. de Souza, we made the Governor fully acquainted with the unhappy diſaſter that had befallen us,

and

and at the ſame time requeſted his advice and aſſiſtance, in what manner it would be proper for us to act. Our reception was perfectly humane and kind; he deſired us not to think for a few days of any thing but recruiting ourſelves, and at the ſame time furniſhed us with clothes, which he obſerved our ſituation ſo much required; though ſtill there was a ſhyneſs in his behaviour, which we could not account for. I am inclined to think, and we were all of the ſame opinion, that he certainly doubted our veracity, and took us for part of the crew of ſome French ſhip come to kidnap the natives, (a practice, as I have been informed, not uncommon with that nation) though our ragged and ſqualid appearance by no means juſtified ſuch an apprehenſion.

The kingdom of Sofala lies to the ſouthward of Zanguebar, and extends along the coaſt from the river Cuama on the north to that of Magnico, ſince called Rio de Spirito Sancto, on the ſouth; that is, from the ſeventeenth to the twenty-fifth degree of ſouth latitude, having, according to the lateſt obſervations, Cape Coriantes about two degrees from the laſt-mentioned river. It is bounded on the eaſt by the Indian ſea, and on the weſt by the empire of Monomotapa.

In a little time, however, theſe ſuſpicions vaniſhed, and then he informed us of the ſtate of the place: that there was annually but one veſſel came there, that ſhe had ſailed about a month before, and would not arrive again till June; that as the

the N. E. monſoon was ſet in, it would be impracticable to reach Moſambique at that time, but that if we choſe, he would give us guides, and what was neceſſary to undertake a journey to Senna, a ſettlement of theirs inland, from whence we might have an opportunity of getting to the capital: though at the ſame time he repreſented the undertaking in ſo unfavourable a light, together with the length of time likely to intervene before any occaſion might preſent itſelf for us to proceed further, that, on mature deliberation, we declined all thoughts of it, and turned our attention to a boat he had, about the ſize of an Indiamen's long-boat, which we made application for; this he made ſome ſcruple of granting, on account of the payment, which was ſoon ſet aſide by our offering to

grant a bill on the Honourable Company for the amount; this he declined, and at length gave us the boat.

It was our intention to proceed to Delegoa Bay, which, with moderate winds, we might have accompliſhed in a week. At this time of the year we knew there muſt be ſome South-Sea ſhips, as there generally is 30 or 40 ſail in a year. Had we been ſo fortunate as to effect this, it would have been an eaſy matter to have engaged one, or, if neceſſary, two of them, to tranſport our people from Madagaſcar to the Cape of Good Hope, for which place it was my inſtructions to procure a veſſel, had I reached Moſambique. In caſe we ſhould not ſucceed in the firſt project, we had determined to make for the

the Cape, and moſt probably ſome ſhip would have picked us up, before we reached it.

Many people, I am aware, will condemn this as a mad and raſh undertaking, but when the motive, and alſo the alternative, is viewed, perhaps we may ſtand excuſed.

Having, through the Governor, procured every thing requiſite for our voyage, we ſailed the 12th of October, but ill luck ſtill hung over us; we had been only three days at ſea, in which time we had conſtantly foul winds, and not proceeded more than 40 miles, when the boat proved ſo extremely leaky, that, with our utmoſt exertions, we could ſcarcely keep above water. I will not attempt to deſcribe the various and

frequent

frequent eſcapes from imminent danger we experienced till we regained Sofala, which was not till the 20th of October, though ſo little diſtant from it. Our reception now was widely different to that on our firſt arrival; indeed we were perfectly aſtoniſhed at it, as no cauſe appeared for ſuch behaviour—the Governor ſcarcely deigning to ſpeak to us, ſent for me and Mr. Wilton, the fourth officer; and, without ever enquiring into the reaſon of our putting back, or with what difficulties we had met, gave us to underſtand, that he was preparing to diſpatch ſome letters for Killeman, and that we muſt immediately prepare to accompany the perſon who carried them.—It was in vain that we repreſented our debilitated and ſickly ſtate, from the various and unremitting

mitting fatigues we had lately undergone—it was in vain we urged the neceſſity of reſt to repair our broken conſtitutions—he continued inexorable. We next applied to him for ſome kind of conveyance; he offered to us two a ſort of pallanquin, but poſitively refuſed any aſſiſtance to Mr. de Souza, or the ſeamen. This was rejected with indignation by us, and having provided ourſelves with ſome cloth, to purchaſe ſubſiſtence on our journey, we left Sofala on the 1ſt of November.

I was totally at a loſs to account for a conduct ſo repugnant to the principles of humanity; and as it is directly oppoſite to the treatment we experienced at other Portugueſe ſettlements, nothing would have determined me to mention it, but a due

due regard to truth and impartiality, which I hope will be found to characterize this narrative.—The knowledge I afterwards acquired of his character, removed my ſurpriſe excited at his inhoſpitable behaviour, as it appears that ſuch acts are congenial with his nature.

By the 20th of November we had travelled upwards of 200 miles, through a miſerable tract of country, very thinly inhabited, (probably the conſequence of the Slave Trade at Moſambique) ſometimes for 40 miles not a hut or creature to be ſeen; the precaution we took of ſurrounding ourſelves with fire at night, prevented any accident from the numerous ſpecies of wild beaſts, with which the country abounds. But now the exceſſive heat of the climate, added

added to the fatigue we experienced, in being obliged to travel during the heat of the day, wholly overpowered us, and for a fortnight we remained in a moſt deplorable ſtate, when the Governor of Senna, hearing we were on the way, diſpatched Pallanquins for us, and on the 6th of December we arrived there. Here every care and attention was paid to us, and we received that medical aſſiſtance the place afforded; but notwithſtanding, two of the ſeamen, and Mr. Wilton, fourth Mate, a moſt worthy, active, and able young officer, died during our ſtay.

On the firſt notice of a veſſel being ready to ſail, the remainder of our party left Senna, and in a few days arrived at Killeman, where we embarked on board a ſloop, and the

12th

12th of February, 1793, M. de Souza and myſelf reached Moſambique, five months after leaving Madagaſcar.

On our arrival there, we immediately waited on the Governor, and detailed to him the loſs of the Winterton, as well as every circumſtance that had occured ſince our departure from the Iſland of Madagaſcar. I informed him, likewiſe, that I had been deputed by my unfortunate ſhip-mates and friends, to ſolicit the aid of the Moſambique government; I requeſted him, therefore, as much in an official as an individual capacity, to ſend a veſſel for the relief of thoſe in whoſe behalf I intreated his aſſiſtance. He anſwered, that he felt every inclination to relieve my companions, but was prevented from

from acting up to his intentions, as there was no ſhip belonging to her Majeſty, the Queen of Portugal, in the harbour. In this ſituation of affairs, I judged myſelf impowered, from the official employment I filled, in the name of the Honourable Eaſt India Company, to freight a private veſſel to the Iſland of Madagaſcar, and the liberal conduct, and active aid of the Governor, enabled me ſoon to equip the ſhip for her intended voyage.

And here it may not be amiſs to give the reader a deſcription of this celebrated place, Moſambique, thus named from its capital, which is ſituated on an iſland in the ſixteenth degree of ſouth latitude, and is the chief of the three iſlands of which this kingdom is compoſed; the

others are called by the Portugueſe St. George and St. James, and all three lie at the mouth of the river Magincata, or Megincata, between the kingdom of Quiloa, and that of Sofala.

I may here obſerve, that as a French ſhip was about to ſail for the Mauritius, on board of which M. De Souza intended to take his paſſage, I embraced the opportunity of entruſting to his care official letters to your Honourable Court, as well as to the different Preſidencies in India, ſtating the melancholy loſs of the Winterton, and the exertions that had hitherto been made, to alleviate the ſufferings of the ſurvivors, and to leſſen the burden of thoſe ſorrows in which I had left them involved.

On

On the 1ſt of March I ſailed from Moſambique; and after a tedious paſſage of 23 days, anchored in St. Auguſtin's Bay. I repaired immediately to Tullear, to appriſe my unfortunate companions, that a veſſel was arrived, and ready for their reception. I muſt again be permitted to obſerve, that my abilities are unequal (and perhaps the power of human language is inadequate) to paint the miſerable ſtate in which I found them. Oppreſſed with mental affliction, their calamities were encreaſed, by the appearance of a contagious fever; being deſtitute of medicines to alleviate its effects, and deprived of the neceſſaries of life, the number of the people, including paſſengers, was reduced to 130, though near double that number was ſaved from the wreck; under cir-

cumſtances ſo peculiarly ſevere, it was ten days before their embarkation was completed, although I uſed all my exertions to expedite ſo deſirable an event. With this unhappy remnant of my friends, I ſailed from Madagaſcar the 3d of April, and on the 11th returned to Moſambique, loſing ſeven people by the way.

I ſhould be wanting in gratitude, as well as deficient with regard to truth, to which I have hitherto adhered with all poſſible exactneſs, did I not take this opportunity of repreſenting to your Honourable Court, the flattering reception we met with from the Governor and Inhabitants of Moſambique, who ſurveyed our forlorn condition with ſentiments that do honour to their humanity, prepared an hoſpital for the

the reception of our ſick, and vied with each other in every ſoothing attention to the Ladies: though the ſick received every medical aſſiſtance poſſible to be procured, yet the unſalubrious climate of Moſambique retarded the eſtabliſhment of their health; and during a ſtay of two months there, about thirty more of my companions died, whilſt I had the mortification to obſerve, that the ſickneſs of the ſurvivors continued. As no ſhip belonging to the Government of Portugal had arrived in the harbour, the Governor was as inadequate to produce us a veſſel, as he was when my requiſition regarding this intereſting ſubject was formerly made; I therefore, in conjuction with Mr. Dun, Purſer of the Winterton, and Lieutenant Brownrigg, of his Majeſty's 75th regiment,

was reduced to the alternative of again freighting a private veſſel in the name of the Honourable Eaſt India Company, in order to tranſport us to Madras. On the 10th of June we took our leave of Moſambique; and on the 13th anchored at Joanna, with an intention of procuring proviſions, and furniſhing ourſelves with other conveniencies. Having accompliſhed our ends, we left the iſland the 19th, after experiencing from its generous inhabitants every aid in their power, and every attention which humanity could dictate. It was at this period when we concluded every difficulty ſurmounted, a fond but deluſive hope began to dawn upon our minds, and we anticipated a ſafe and expeditious paſſage to Madras, when, on the 7th of July, in the lat.

of

of 5 deg. 40 min. north, and long. 63 eaſt, we were captured by the Le Mutin, a French privateer from the Iſle of France. We were entirely ignorant of the commencement of hoſtilities between Great Britain and France, by which our vexatious diſappointment encreaſed. Having taken Lieutenant Brownrigg, myſelf, with 22 ſeamen and ſoldiers, on board the privateer, they put an officer, with ſome of their own people into our veſſel, with orders to conduct her to the Mauritius. The privateer afterwards proceeded on her cruize, and on the 15th July entered the Road of Tutecorin, where ſhe engaged a Dutch Indiaman (the Ceylon, Captain Muntz), and after an action of about 15 minutes, was captured. Being thus again at liberty, I repaired

paired to Pallamcotah, whither, in a ſhort time, an order came to prepare a boat for our conveyance to Madras, where I arrived Auguſt 20, 1793, twelve months after our unfortunate ſhipwreck.

Of the fate of the ſurvivors of the paſſengers and crew of the Winterton, all that the moſt diligent inquiry can obtain is, that each took the courſe that beſt ſuited his preſent ſituation. The object of Mr. Silk's voyage was to remain at Madras; Mr. Dale, the third mate, with ſome of the crew, embarked on board the Scorpion ſloop of war, homeward bound, and which, it is feared, has been taken by the French. Even the gentlemen of the India Houſe are not better informed

formed than the readers of this pamphlet; for the letter which contained the material information which forms the ſubſtance of it, came private from Mr. Dale, while in India, who was entirely ignorant of the fate of his unfortunate companions, that remained on board their own veſſel when taken by the Le Mutin, and ordered to ſteer for the Mauritius. Mr. Cameron, the banker, who was the owner of the ſhip, has been conſulted, and declares he is totally ignorant of any other particulars, than what are here related.

The circumſtance of their having but one ſet of books in the ſhip, and one of them deficient in the only map which could be of ſervice to them in their diſtreſs, ſuggeſts this reflection—that Captains ſhould take

take duplicates of every chart and book which are neceſſary upon their voyage; and if one was cloſely preſerved in oiled canvaſs or linen, and placed in ſuch a part of the veſſel as to be eaſily come at, and beſt preſerved, it might be the means of preſerving the lives of ſuch as are unfortunate enough to be drifted abroad at the mercy of fortune and the elements.

The following is a Liſt of the Officers and Paſſengers who were loſt and preſerved.

OFFICERS AND PASSENGERS LOST.

Captain DUNDAS,
Mr. Chambers, Firſt Mate,
Miſs M'Gowan,
Cullen,
Robinſon,
And 40 Men.

OFFICERS

List of Officers, Passengers, &c. saved, and on board the Joachim Brig, when taken by the Le Mutin French Privateer.

PASSENGERS IN THE WINTERTON.

FOR BENGAL.

Mrs. Cullen.
Miss Mary Cullen.
Bristow.
M. Bristow.
Baillie.
Mr. Hamilton, Writer.
Hon. Mr. Ramsay, ditto.
Mr. Gordon, Cadet,
M'Gowan, native of India.

FOR MADRAS.

Mr. M'Lean, Assistant Surgeon.
Colquhoun, ditto.

Mr.

Mr. Buchan, Writer.
Collier, free Mariner.
Silk, ditto.
Gibbs, ditto.

CREW OF THE WINTERTON.

OFFICERS.

John Dale, 3d Mate.
William Dunn, Purſer.
John Slater, Boatſwain.
W. Rowland, Carpenter.
Hon. H. Ramſay, Midſhipman.
C. Murray, ditto.
T. Long, Boatſwain's Mate.
H. Roſter, Quarter-Maſter.
J. Bliſſet, Captain's Cook.
James Hill, Baker.

SEAMEN.

David Porteous,
Benjamin Hammond.

William

William Anderſon.
James Herrig.
James Berwick.
Michael Conolly.
Samuel Wood.
Thomas Dean.
Andrew Knox.
William Beaumont.
Robert Inglewright.

Ja. Geddies, Captain's Servant.
T. Oſborne, Chief Mate's ditto.
William Foſter, Purſer's ditto.
J. Kindrain, Boatſwain's ditto.
Ja. Rowland, Carpenter's ditto.

Lieut. H. J. Brownrigg, of his Majeſty's 75th Reg. 33 Recruits, one Woman, and a Child.

FINIS.